

ANNOUNCE A NEW MODEL OVERLAND

Willys-Overland Co., a New
Powerful Low Price
Car, Model 75 B.

Like a thunderbolt out of a clear sky has come the announcement of a new model by the Willys-Overland company of Toledo, Ohio, which is destined, in the opinion of those who have already seen it, to cause a greater stir in automobile circles than any of the many sensational developments in motor car building which have occurred during the recent years. The most powerful low-priced car in the world is the description given of this new product of the great Toledo factory and it is to be known technically as the Willys-Overland company's new series model 75B.

The new series model 75B Overland naturally bases its claims to being the most powerful low-priced car in the world on its motor and on the exhaustive tests, which its builders insist have shown conclusively its superiority over anything of its kind ever manufactured heretofore. With a larger bore now 3 1/8 inches and a 5-inch stroke, it develops 31 1/2 horsepower at 1,950 revolutions per minute. This performance, at this low speed, in the opinion of these experts in automobile building, promises the greatest possible power from the motor, with the smallest amount of wear on the motor itself. Like a flash, this amazing motor will take the car two and a half miles an hour to 55 miles an hour on high with all the ease of action so widely advertised in the big, powerful machines selling at five and six times its list price.

The low price of the new car naturally implies economy, but the Willys-Overland officials show that, unlike many other instances of low-priced cars, the economy does not end with the purchase price. And here again the efficiency of that wonder-motor, as the Overland officials refer to it, is demonstrated. Tests have repeatedly proven that this sensational car will accomplish 25 miles on one gallon of gasoline and 18 to 20 miles per gallon is a common performance in average all-around use.

The motor, however, is but one of the many features of this inexpensive car which are causing comment on every side. In riding comfort it is said no car anywhere near its price can compare with it. It is equipped with four-inch tires—something practically unheard of up to now in cars of this type, no other make selling anywhere near this price being equipped with four-inch tires. Those who have ridden on four-inch tires know well their advantage from the standpoint of riding comfort in a car of this size. The easy riding qualities of the car are further enhanced by cantilever rear springs, an important part of the equipment of higher priced cars. They reduce to the minimum the jarring caused by driving over rough roads. This is due largely to the fact that the cantilever spring is attached to the axle of the car at the rear end of the spring instead of in the middle. When the wheels strike a rough spot, the reaction is directed backward at a slight angle instead of straight upward against the springs, as in the case with ordinary types of springs. The effect is the same as that of a glancing blow compared with a solid shock.

The new series model 75B Overland is one of the extremely few light cars, perhaps the only one in its class, in which the use of steel can be utilized without rattling the car's frame to pieces and without jarring the passengers out of their seats. In fact, the machine is simply a roomy, comfortable, solidly-built car, constructed on a light basis with such careful attention paid to distribution of weight and stamina of parts that it will hold the road, be it dry or slippery, as the case may be, while the wonder-motor is smoothly developing with sufficient energy to propel a much heavier car with perfect ease. Light as it is, this new model is so built that it can make the best possible use of the most powerful motor.

Notwithstanding the low purchase price, both touring car and roadster are equipped completely with all of those accessories which prove such great selling factors in the disposal of expensive makes of cars. Here are a few items in the equipment which are said to make it positively unique in the history of low-priced cars:

A two-unit, six-volt electric starting and lighting system, with head, tail and dash lamps and headlight dimmers; ammeter to register the electric current; one-man mohair top and top boot; curtains fastened from the inside; built-in, rain-vision, ventilated type windshield; magnetic speedometer; revolving oil indicator; gasoline gauge; electric horn; combination tail light and license bracket; hinged robe rail; foot rest; tire carriers in rear; extra demountable rim; full set of tools, tire repair kit, jack and pump.

In appearance, the body also ranks with the designs of most costly cars, practically the only difference being that it is smaller in size. Character and stability are noticeable in every detail. It has the latest streamline design, which has proved so attractive to the army of buyers during the last few months, and its long sweeping lines lead in an unbroken line from the radiator to the full curved back. A one-piece cowl and a sloping back increase its graceful appearance, while crowned fenders of heavy sheet steel add another feature that is rare in inexpensive cars. Concealed door handles and hinges are also used in this model. There are large pockets on the inside of the doors, so necessary for carrying traveling incidentals, and the roomy seats have high, comfortable backs with seat cushions built on deep coiled springs. The machine is finished in solid black with nickel and polished aluminum trimmings.

The drive, of course, is left-hand with a center control to facilitate driving, while the electric control buttons on the steering column enable the driver—man, woman or child—to control the horn, lights and ignition without stooping from the natural position at the wheel.

The motor is cooled by the most advanced thermo-siphon system, no pump being required. The radiator is of the noted Overland cellular type with vertical circulation and the whole shell is pressed from a single sheet of steel. A Tilston carburetor is used and this make of carburetor needs no introduction to anyone acquainted with the best in motor cars. One of its greatest points of desirability is its extremely simple adjustment. An improved ignition system also adds to the efficiency of the new model. It provides a sure, hot spark at even the lowest speed.

A constant level splash system provides thorough lubrication under all manner of usage. The transmission is of the selective sliding gear

The World's Most Powerful Low Priced Car 31 1/2 H.P.

ANNOUNCING THE NEW SERIES

\$635 ^{75 B} **Overland** **\$635**
f.o.b. Toledo

This newest Overland is the world's most powerful low-priced car.

It has a 31 1/2 horsepower en bloc motor that is a perfect marvel for speed, power and endurance.

By increasing the bore of the motor from 3 1/8 to 3 3/8" we are able to offer a power plant which at 1950 R.P.M. develops full 31 1/2 horsepower.

Tests under every condition in all parts of the country demonstrate that it easily develops better than fifty miles per hour on the road.

Speed of course varies under different conditions, but in practically every instance it has been getting fifty miles an hour and with ease.

We have scores of telegrams showing that eighteen to twenty-five miles per gallon of gasoline is not unusual.

The performance of this car is almost beyond belief.

Take any other low-priced car on the market. Pit it against this new Overland. Compare them for sheer speed, for abundance of power, for riding comfort

and economy, and you'll find this car will back anything else clean off the boards.

That's a strong statement, but a fact nevertheless.

Try it yourself and see.

Here are more important facts.

It has four-inch tires which are more than generous for a car of this size.

Not only has it a large and roomy body, but it has an attractive, up-to-date streamline body.

It has the latest and most improved system of ignition.

It has the cantilever springs—the easiest riding springs in the world.

What's more, it's complete. Not a thing to buy. You get the finest Auto-Lite

electric starting and lighting system, magnetic speedometer, one-man top, demountable rims and practically every accessory found on the highest priced cars.

From a driving standpoint, the new car is ideal. It's light, easy to handle and anyone can drive it.

Take one look and be convinced.

And mark these words—the car is destined to be regarded and referred to as one of the really great achievements of the great automobile industry.

Yet it only goes to prove how big production can cut cost and save you money.

First come, first served. Place your order now.

4 cylinder en bloc motor
3 3/8" bore x 5" stroke
104-inch wheelbase
4-inch tires

Cantilever rear springs
Streamline body
Electric starter
Electric lights

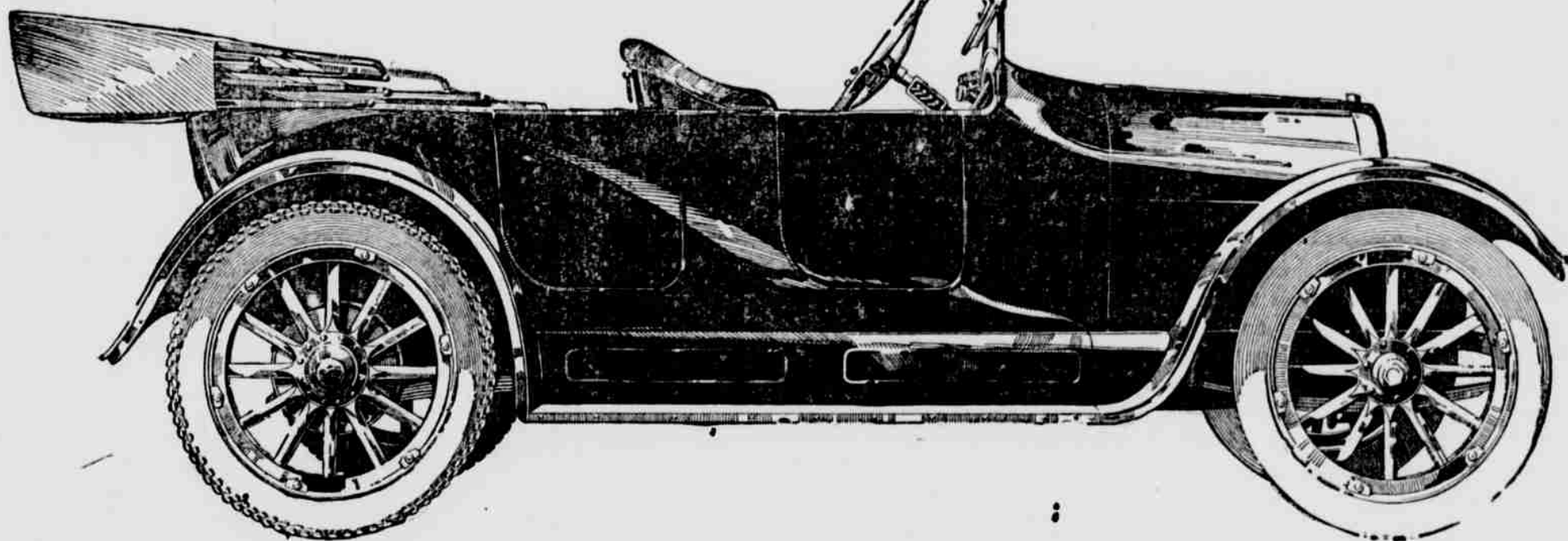
Magnetic speedometer
Complete equipment
5-passenger touring \$635
Roadster \$620

"COURTESY FIRST"

Carhart Motor Company of Tulsa, 10 E. Sixth Street

Telephone 5550

The Willys-Overland Company, Toledo, Ohio



type with three speeds forward and reverse. The gears themselves are nickel, double heat treated and of the floating type, with four bevel differential gears. The front axle is an I-beam section, drop-forged in one heat without welding. Steering knuckles are designed to give an unusually short turning radius and the brakes are large and powerful, which goes to make it one of the easiest cars in the world to operate in crowded traffic.

The clutch and brake pedals can be adjusted to the reach most convenient for the driver, and their large and roughened surfaces insure a firm foothold at all times. The clutch is of the well-known Overland aluminum cone type, leather faced.

The foregoing are some of the features which go to make this latest ar-

rival in the automobile world a most desirable weight car as well as the most powerful low-priced car in the world.

ORIGIN OF THE NAME "TORY."
It Was Applied to Members of Party Opposed to Whigs.

Before the revolution there were two political parties among the colonists, one the Whigs and the other the Tories. They were practically identical with the same parties in the mother country. The Whigs in England were the party that supported ever the cause of the people against arbitrary or illegal acts, and among the colonists it was the party that opposed sim-

ilar acts of the governor or council. In the early days of the revolution the ultra-Tories were gradually driven into the ranks of the enemy, until for a time it might be said that all revolutionary America had become Whigs. The name Tory, however, was still applied to those who, though opposed to the usurpation of George III, were averse to a final separation. It is no doubt in many instances the Tories in America were too harshly dealt with, for they were not only subjects of insult, but their property was confiscated and frequently they were exiled. It is but the truth to say that the most bitter words of Washington that have come to us are those which express his scorn of Tories, and it is also true among those most frank and fearless in the avowal of loyalty, and who suffered the severest pen-

alties, were men of the noblest character and of the biggest position. As a general thing the Tories were content with an unarmed resistance, where they were not reinforced by the resources or forces of the enemy. But in successive places in possession of the British armies, including the large cities near the eastern coast of the United States, there rallied around them Tories both seeking protection and ready to perform all kinds of military duty as allies.

HAVE A HAT MONOPOLY.
Chinese Make All the Braid for Summer "Lids."

At one time straw braid for hats was plaited in the United States, Canada, England and Scotland, but the Chinese have gradually secured a

monopoly of the business, though China straw braid is inferior in wearing qualities to the old home product. In the old days straw braid was plaited by the pioneers from tough rye straw, cut before the grain was fully ripe. The Chinese do not waste the grain. They use wheat straw exclusively and let it set dead ripe, which makes it brittle. This China braid can be bleached only in one place, Luton, a town forty miles from London, England, and this gives London a practical monopoly of the trade in China braid.

The open season for straw hats is at hand, and it will surprise American wearers to know that nearly all the straw braid used comes from Shanghai, China, and that the straw used in making a 69-cent bargain counter hat is cut in the same field that sup-

plies the straw for a \$5 hat. The straw and the braids are sorted, some of the straw is split finer than the rest and the braids differ in width and pattern, but it is all common wheat, and not the best at that, for the Chinese take no precautions to protect the wheat or to improve its quality.—N. Y. Commercial.

The Sympathetic Chauffeur.
"Confound you!" snarled the injured party. "I was standing with my artificial limb in such a position that the foot thereof projected beyond the curb, and you have run over said synthetic hoof and broken it. Ar-r-r-r!"

"Why didn't you put your best foot foremost?" flippantly answered the taxicab driver.—Kansas City Star.